Preserve

App. F. IX-4

1927. (L B)

File No. 52-27

Serial Nos. 34, 35, 42

Previous References

L B 52-27 NS V 0 27
" 52-27 " 42

Later References

L B. 99-29 N.R.

General and Revenue Secretariat.

Serial Nos. N Rec

Part B for Aug 29

SUBJECT

Resolution of the Building Board to abolish all the newly-established toll gates in the district and to stop the advertised sales for the year 1928-29.

For orders vide G.O. No. L 8055-73/L B III-28-30 d 31.5.29

L B 2 9.29

General and Revenue Secretariat. | L.F. File No. 52 of 1927.

Serial No. 34

From

The President Dist Bd Chubaldraj.

Letter no C 88 2 L.F. 27-28 dated 3.5.28 forwarding the Resolution of the Dist Bd passed at the meeting held on 27.4.28 to abolish all the newly established toll-gates in the Dist and to stop the advertised sales for the year 1928-29.

1) The President States that Mr. J. Md Imam B.A; B.L. a member of the Dist Bd has moved in view of the dissatisfaction expressed by several of his electors & Constituents that the number of toll-gates in the Dist may be reduced & the rates of tolls may be revised as the proposed & existing toll-gates fall within short distances & cause much hardship to the people. The non-official members in supporting him are said to have pressed for the total abolition of all the newly established toll-gates and for stopping the advertised sales for the year 1928-29.

2) Finally the official members being neutral, the

NOTE—Contn. sheet

WD 0824—GPB—60,000—24-5-27

L 5493

App. F. III—2]

General and Revenue Secretariat. LB File No. 12 of 1927.

Serial No.

The non-Official members are reported to have unanimously passed a resolution accordingly to do away with the newly opened toll-gates

3) The President seeks ~~and~~ definite orders in the matter.

4) If the above resolution is to be ratified, it will adversely prejudice the attitude of the other Dist Bds towards the instructions issued in the G.O. dated 9.6.27.

Submitted for kind perusal & orders.

5) As the Dist Bds were given sufficient time, when the G.O above referred to placed in their hands for consideration, to think over the prospective disadvantages & hardships that would result to the people, the Dist Bd could have no room to undo the things already done. The kind of proposals now moved by the Chitaldrug Dist Bd will also affect the other Dist Bds.

6) It is left to

Ol P

KT. 8/5/28.

NOTE—Contn. sheet

WD 0324—GPE—60,000—24-5-27

25493

App. F. III—2]

General and Revenue Secretariat. JB File No. 52 of 192 7

Serial No.

The direction of the Dist Bds & Municipal Mk fees and increase them somewhere so as to meet the increased cost of road repairs. We have already established Mk fees & they may perhaps be left possibly to go back. and we may be asked to watch the working of the additional Mk fees. & there is no reason why the Dists already the Mk Committee recently have proposed certain concessions to agriculturists which may be extended to Dist Bds also. - There is only one levy for a whole Dist for a day i.e. Dist Bd Mk fees & if they give a concession of half the rate within 25 miles there would be further relief. The passing of orders on the Mk Committee report may perhaps be awaited before final reply is sent.

First Member 25/8/15

9284 9/5

NOTE—Contm. sheet

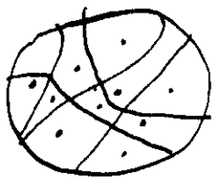
WD 0824—GPB—60,000—

Toll Gates, Chitaldrug District.

Cotton Merchants' prayer to abolish the system of having a number of toll gates within short distances of each other.

Prior to the passing of orders on the report of the Joint Toll Committee in G.O. of 9th June 1927 on the establishment and administration of toll-gates on Provincial, District and Municipal roads, there were 2 Provincial and 2 District Fund Toll-gates in the Chitaldrug District as noted in the margin.

Provincial. Local Fund.
Tungabhadra Bridge at Harihar — Harapanahalli
Hammenahalli Toll-gate — Harpanahalli



In the above G.O. each District Board was permitted to establish as many toll-gates as possible, provided the distance between each of them be not less than 15 miles and only 1 toll is levied for a period of 24 hours in the whole of the District and ½ of the rate being levied if a gate is located within 5 miles of the border. The District Boards may have Joint Toll Gates and share the revenue.

On this principle Chitaldrug was to have 3 additional Frontier and 4 interior Local Fund toll-gates as noted in the margin and 1 interior State Fund Toll on the Harihar-Honnali Road.

Frontier.

1. Jagalur-Ujjaini
2. Harihar-Harpanahalli
3. Anaji-Huchangidurga.

Interior.

1. Challakere-Pavagada Road
2. Hosadurga-Huliyur Road.
3. Hiriyur-Huliyur Road.
4. Hosadurga-Ajjampur.

Proposals having been received from the District Board in regard to the establishment of the additional toll-gates Government in G.O.No.L.4927-34/L.B.52-27-27 dated 25th February 1928 have sanctioned the establishment of the additional toll-gates as noted below, (Frontier and interior) and have reserved orders in regard to the proposal for the esta-

blishment

Joint Toll-gates.

1.Challakere-Pavagada Road.
2.Hosadurga-Huliyur Road.
3.Hiriyur-Huliyur Road.
4.Hosadurga-Ajjampur Road.
5.Malebennur-Chennagiri Road

establishment of Joint Toll-gates in the marginally noted places.

Frontier Toll-gates.

1. Jagalur-Ujjani Road at Hoskere.
2. Anaji-Huchangidurga Road.

Inferior Toll-gates.

1. Hosadurga-Huliyur Road near Guttikatte and Kainadu.
2. Hiriyur-Huliyur Road at Yelladakere.
3. Hosadurga-Ajjampur Road at Pillapura
4. Challakere-Pavagada Road at Doddere.
5. Chitaldrug-Challakere Road at Kallahalli
6. Jagalur-Davangere Road at Alur.
7. Davangere-Hadadi Road at Hadadi.
8. Jagalur-Challakere Road at Mustur.
9. Hosadurga-Hiriyur Road at Madadakere.
10. Vijapur-Ujjani Road at Bidarkere.
11. Hanagal-Ulavasankanahalli Road at Talavarahalli.
12. Malebennur-Channagiri Road near Dibbanahalli.

The complaint is that there are too many gates which have adversely affected the trade. The District Board have also now passed a resolution that these gates may be abolished and the advertised sale for 1928-29 might be stopped. Though there are too many District Fund gates Only 1 toll is payable for 24 hours although the carts may pass any number of gates during the period. The District Boards are in need of money for the improvement of the road and this is a possible source of augmenting their income to meet the cost of such improvement. The new toll-gate Committee have recommended that with a view to give relief to travelling public, full fee may

may be recovered only at the first gate and half the fee in other gates Provincial, District Fund or Municipality situated within a distance of 25 miles. It was therefore suggested that the disposal of the representation of the Board might await issue of final orders of Government on the report of this Committee.

In the Government Order on the toll Committee's report it is proposed to consult the Local Bodies as regards the concession proposed before passing final orders thereon. The distance between Provincial toll-gates shall ~~probably~~ generally be 25 miles.

The Committee was also of opinion that individual cases of hardship might be dealt with on their merits.

As already noted in L.B.File 52 of 1927 below it may not be possible to abolish all the new toll-gates at once. The result of the auction sales might be watched and if the income from any of the gates proves to be such as not worth the continuance of the gate, the abolition of the same considered or the Deputy Commissioner might study the whole question and see which of the gates might be retained and which may be abolished and send suitable revised proposals in consultation with the District Board.

The A. Secretary Summarised above the 22nd 1935

Main facts of the case —

Prior to the appointment of the toll gate Committee, the Chairman

fl A | district had two local Fund toll gates. The Toll gate committee

Remainder of fl A | thought there was room for seven more. But the St. Board ~~accordingly~~

fl G (1 of 2) | erected the toll gates. It is no wonder therefore that the large increase is felt to be a nuisance and an hindrance to trade.

fl E in the file placed before | Recently the Chitaldrug St Bd considered the question of reducing the toll gate and the opinion of the non official members was that all the newly established toll gate (Viz 14) should be abolished. I am afraid this is an extreme view and will probably mean loss of revenue to the Board. It would probably be desirable to make a compromise and, following the opinion of the Toll gate

L 5847

Committee, establish 7 toll gates (as against the existing 14) in addn. to the old 2. The D.C. might be asked to examine the matter & submit suitable proposals for the consideration & orders of Govt.

DEWAN'S OFFICE
Received on
25. MAY 1928
Reg. No 7326

9748
21/5

Joint Member — 21/5 — Dewan — 19/5/28

Dewan — 22/5/28

I am inclined to agree with Mr. Ahmad. Please consult the 3rd Member before taking action.

29-5-28

OFFICE OF THE
THIRD MEMBER OF COUNCIL
25 MAY 1928
No. 11646

3rd Member — 25/5/28

I think the Secy's suggestion might be adopted.

Cotton is taken to Bombay from all parts of the District by the Carts & lorries to Bombay sells at several points (even [illegible] one payment is made per day) that amount will have to come from the pockets of the Cotton growers, as the prices are fixed on other world factors.

26/5/28

Draft is accordingly submitted for kind approval

KP
28/8/28 KG 29/8.

Prepare typed draft as noted overleaf

RD
30/8

Rembrandt' Typed draft ...

31/8

for Secy) RD
1/9

9582

RZ
2/9/28

RD
2/9

Letter no L 8617 L.352-27-35 dated 1.6.28 to the President Dist Bd. Chitaldrug stating that the matter may be examined fully & proposals submitted early for abolishing some of the toll gates

9/6/28 St 42. Letter No. C-882/LF. 27-28 § 16.6.28 from the President, Dist Board of Chitaldrug.

Submits a copy of the resolution of the District Board proposing that all the new toll-gates excepting the two old ones may be abolished with effect from 1st July 1929. and states that only 7 toll-gates specified may be abolished.

The Question may be referred to the Special Committee appointed for the purpose.

Secy for orders

Dy Secy 30/8/28

SECRETARY.
31 OCT. 1928

30.10.28

1861

General and Revenue Secretariat

File No. 52 of 192

App F. III—

Serial No.

There is no committee to be appointed again, unless any premise was made at recent R. A meeting. work by reference to RA office

5/11

RA Secy)

7/11

Submitted.

6/11

Resolution No. 7 discussed at the R.A. on the 22 Nov. 1928 related to the question of the abolition of Toll gates. The Deccan said that as the contract for the year had already been given, nothing could be done till the end of the offl: year. In the meantime, he said that the entire question could be considered by a Committee consisting of five or three members elected from the Assembly and a few Deputy Commissioners of Districts. A few members, however, said that there was no need for a Committee & that a decision should be come to at once. In winding up the debate the Deccan said that a Committee would be appointed which would include five or three non-offls: also

L. S. G. Branch)

7/11

OFFICE OF THE SECRETARY M.L.A. 6. NOV 1928 REPRESENTATIVE ASSEMBLY AND LEGISLATIVE COUNCIL

R.V. 55 1167 (11)

NOTE—Contn. sheet

WD 021—GPB—30,000—21-8-28

L 1861

App. F. III–2]

[redacted] Revenue Secretariat. File No. 52 of 1927

Serial No.

CHIEF SECRETARY'S
10 NOV. 1928

If agreed, further action will be taken in the light of the views of the members of the Board & the appointed & the Committee are asked.

(Chairman) 9/11

Yes. But in the meantime a note may be prepared as to the number of D.F. Officers in the several Depts

new
13/11

D' Main views may be passed on the proposals of the Chetaldroog Dk Board without waiting for the Committee's report

new
13/11

After further discussion the Chairman said that the matter should be placed before the new Committee for consideration

13/11.

Lib.
This was found among D.B. Collections marked for B. For orders whether the file may be closed as orders have been passed on the Cane report on 31-5-29.

26-6-29.

Please put up a copy of G.O. of 31-5-29

26/8/29

Copy of G.O. is put up herewith

NOTE—Contn. sheet

WD 0824—GPB—60,000—24-5-27

Gen[illegible]

Serial No.

Kind reference is invited [illegible]
(b) of para 3 of [illegible] G.O. No 805
2.B.III
[illegible] two paras have been
28.8.29 by the y.o.
The papers may be given
the DT Br will have taken
action in accordance
the y.o.
29/8/29

Y8
28
31/8

B
1.9.29
S

W[illegible]—G[illegible]B—60,000—20-4-29

Office of the Dewan of Mysore.

NOTE.

L 5647

Fernhill, *Dated* 10th May 1928

Spl: Memo
No: 1077 Fin
11.5.28

General Secretary.

I enclose an extract from the proceedings of the meeting of cotton merchants held on the 19th ultimo suggesting that the system of having a number of toll gates within short distances of each other may be done away with, as it has adversely affected the trade of the place. I shall be glad if a note is put up to me explaining the present position and the possibilities of removing the hardships complained of.

DEWAN.

KT

Urgent
RJ
11/5/28.

A note is put up
Secretary
11/5/28

Extract from the proceedings of the meeting of cotton merchants held at Davangere on the 19th April 1928 .

---

x x x

The merchants said that the system of having a number of toll gates, within short distances of each other acted prejudicially to the trade of Davangere. They stated that they had sent a resolution of a meeting held for the purpose to the Dewan and promised to send a copy of the same.

x x x

"EXTRACT"

URGENT.

L5493

C88217

27-8.

Office of the President, District Board,
Dated Chitaldrug, 2nd May 1928.

3.

From

The President, District Board,
Chitaldrug District.

RB 52-27-34.

To

The General Secretary to Government,
B a n g a l o r e.

Sir,

I have the honor to state that in pursuance of Government order No.R.4927-34/L.B.52-27-27 dated 25th February 1928 the marginally noted toll gates were opened in this District with effect from 1st April 1928. The opening of these toll gates was one of the subjects that were brought forward at the meeting of the District Board held on the 27th instant.

Chitaldrug-Chellakere road.	Kalhalli.
Chellakere-Pavagada road.	Near Dodderi
Hiriyur-Huliyar road.	Yelladakere.
Hangal-Hiriyur road.	Near Guttikatte.
Hosdrug-Holalkere road.	Kainadu.
Hosdrug-Huliyar road.	Pilapura.
Hosdrug-Ajjampur road.	Madadakere.
Hosdrug-Hiriyur road.	Mustur.
Davangalur-Chellakere road.	Biderkere
Harihar-Ujjani road.	Rampura.
Davangalur-Davangere road.	Hadadi.
Davangere-Hadadi road.	Near Dibbadahalli.
Halebennur-Chennagiri road.	Hosakere.
Davangalur-Ujjani road.	Near the frontier
Ramaji Huchangidurga road.	

Mr.J.Md: Imam B.A.,B.L., Advocate and member, District Board said that several of his electors and constituents had expressed their dissatisfaction in this matter in as much as the opening of these toll gates had caused great hardship. He therefore proposed the reduction of the existing number of toll gates and the revision of the rates of toll. In supporting him, some of the members pressed for an amendment to his proposal and urged the total abolition of the newly established toll gates. The subject was discussed at great length and eventually the non-official members of the Board resolved unanimously (official members remaining neutral) that these gates may be abolished as the existence of these at short distances and in such large numbers is putting the people to great hardship and that the advertised sales for 1928-29 may be ordered to be stopped.

I am submitting herewith for favor of information and orders of Government a copy of their resolution in the matter as desired by the non-official members.

I have the honor to be,
S I R,
Your most obedient servant,

President, District Board,
Chitaldrug District.

Proceedings of the meeting of the District Board, Chitaldrug, held on the 27th April 1928.

X X X X

47. Government order dated 25-2-1928 sanctioning establishment of certain District Fund toll gates in the District and Govt: order dated 6-2-1928 issuing revised rules regarding the levy of tolls.

Resolved unanimously (official members remaining neutral) that all the newly established toll gates in the District may be abolished as the existence of these toll gates at short distances and in such large numbers is putting the people to great hardship and the advertised sales for 1928-29 may be ordered to be stopped. The President will be requested to submit this resolution to Government.

X X X X

(Sd) D. Srinivasa Iyengar,
President, District Board.

"C O P Y."

President, District Board,

L 8617 dated 9 LB 52-27-35 to Chitaldrug

L13.52-27-35 To

The Deputy Commissioner and President,
District Board, Chitaldrug.

S i r,

With reference to your letter No.C. 882 L.F. 27-28 dated, the 2/3rd May 1928, forwarding for information and orders of Govt. the resolution of the non-official members of the District Board to abolish in toto the newly established toll-gates in the District, I am directed to state that a resolution has also been received from the Cotton Growers of Chitaldrug District (a copy of which is enclosed for information) bringing to notice that the establishment of toll-gates at such short distances will cause much hardship and - - adversely affect their trade.

It will be seen that in addition to the 2 Toll-gates in the District originally existed the Toll Committee were in favour of establishing 7 more Toll-gates in the District on the whole. But on the recommendation of the Board made in January 1928, the Government in G.O.No.4927-34/L.B.52-27-27 dated, the 25th February 1928, have sanctioned 14 additional gates. It is for consideration whether the 7 toll-gates recommended by the Toll Committee would not be sufficient. I am therefore to request the favour of your examining the matter again and submit suitable proposals to Govt. very early.

I have etc.,
DRAFT)
Gl. Secry to Govt.

K.M.R.1.
31/5.

In all future correspondence please quote
No. C 882/L.R. 27-28
Encls. ..... Nil .....

OFFICE OF THE PRESIDENT, DISTRICT BOARD,
Chitaldrug, dated 16th Oct. 192 8.

R. V. SECTT
1861
L. & G. Branch

FROM

C. S. KUPPUSWAMIENGAR, ESQ.,
PRESIDENT, DISTRICT BOARD,
CHITALDRUG DISTRICT.

To

L 8852-27.42.

T. Rama Rao, Esq., B.A., B.L.,
General Secretary to Government, Bangalore.

Sir,

L 5493

With reference to your letter No. L 8617/L.B. 52-27-35 dated 7th June 1928 re: the abolition of the newly established toll gates in the District, I have the honor to state that the District Board have resolved at their meeting held on 8th October 1928 that all the new toll gates excepting the two old ones on (1) Haribar-Harpanhalli and (2) Honnagal-Rayadrug Roads may be abolished with effect from 1st July 1929. A copy of the resolution of the District Board is herein enclosed. Judging from the mid amounts of the current year, I consider that the marginally noted seven Toll-gates are not important ones, the income from each of them being under Rs 700/- (varying from Rs 100 to Rs 505/-). In my personal opinion, they may be abolished. I regret I cannot agree with the District Board in the view taken by them.

1. Hiriyur-Huliyar road at	Yelladakere	Rs 350
2. Hiriyur-Ajjampur road at	Pillapura	500
3. Anaji-Huchangidurga road at	Gollarhalli	100
4. Jagalur-Chellakere road at	Mustur	505
5. Nayakanahatti-Hiriyur road at	Maladakere	460
6. Honnagal-Uluvasankanaballi road at	Talavarballi	300
7. Kalchenahalli-Chennagiri road near	Dabbadahalli	375

I have the honor to be,
Sir,
Your most obedient servant,

President.

I have been since mine [illegible] Secretary [illegible]

GEN. & REV. SECTT
25 JUNE 1929
L. & G. Branch

Proceedings of the meeting of the Chitaldrug District Board held at Chitaldrug on 8th October 1 9 2 8.

Subject No. 26.

General Secretary's letter No. L. 8217/L.B. 52-27-28 dated 7th June 1928 calling for the opinion of the Board whether the seven toll gates recommended by the Toll-gate Committee would not be sufficient instead of fifteen now sanctioned.

Resolution:--Resolved that retaining the two old toll gates the 13 new ones be abolished with effect from 1st July 1929.

Sd/ C. S. Kuppuswamiengar,
President.

Copy

S. [illegible].
for President.

Government of his Highness the Maharaja of Mysore.

GENERAL AND REVENUE DEPARTMENTS.

G. O. No. L. 8055-73—L. B. 111-28-30, dated 31st May 1929.

Reduction of toll-gates (Provincial and District Fund.)

Passes orders on the report of the Toll-gate Committee appointed to go into the question of the —— in the State.

READ—

Government Order No. L. 8795-874—L. B. 49-25-28, dated the 9th June 1927, passing orders on the report of the Joint Toll-gates Committee about the establishment and administration of toll-gates on the Provincial, District Fund and Municipal Roads.

2. Government Order Nos. R. 5166-84—R. M. 9-27-4, dated the 13th January 1928 and R. 5942-60—R. M. 9-27-11, dated 6th February 1928 and R. 6338-56—R. M. 9-27-25, dated 13th February 1928, fixing the location of toll-gates to be newly opened on the State Fund Roads under the order of June 1927, and issuing instructions and revised rules in regard to the administration of the said tolls.

3. Government Order No. R. 8729-40—R. M. 9-27-53, dated 15th May 1928, passing orders on the report of the Toll-Committee appointed to review the arrangements ordered in the Government Orders referred to above.

4. Government Order No. L. 3940-64—L. B. 111-28-1. dated 1st December 1928, appointing a Committee consisting of the marginally noted gentlemen to go into the question of reducing the number of toll-gates established on the several Provincial and District Boards roads.

1. The Revenue Commissioner in Mysore (Chairman.)
2. The Chief Secretary to the Government of Mysore.
3. The President, District Board, Bangalore.
4. The President, District Board, Hassan.
5. Mr. K. V. Anantaraman, B.A., Deputy Commissioner, Mysore.
6. Mr. Nilgiri Sanjiviah, Member, Representative Assembly.
7. Mr. M. S. Linge Gowda, Member, Representative Assembly.

of the Committee.

5. Letter No. L. 6215—L. B. 111-28-23, dated 22nd March 1929, from the Secretary, Toll-gate Committee, forwarding the * report

(* Printed as annexure.)

ORDER No. L. 8055-73—L. B. 111-28-30, DATED 31ST MAY 1929.

The Committee were asked to examine the question of reducing the number of toll-gates established on the several Provincial and District Boards Roads.

After a consideration of the several aspects connected with both the Provincial and District Fund Toll-gates, the Committee have made the following recommendations:—

(1) That there should be a distance of not less than 25 miles between two provincial toll-gates, that this rule should be strictly adhered to and those gates which did not satisfy the condition should be abolished but that there should be no limit as to distance as regards District Board gates and the discretion of the District Boards in the matter should not be interfered with.

(2) That Municipal Councils should be required not to levy tolls on through Traffic.

(3) That the following toll-gates should be abolished:—

(*a*) *Provincial.*—The toll-gates at Byrapatna and Avati in the Bangalore District; Gundlupet, Hampapur and Yelwal in the Mysore District; Thippaganahalli in the Kolar District; Bidarammanagudi in the Tumkur District; Kartikere in the Kadur District and Malur in the Shimoga District.

(*b*) *District Board.*—The toll-gates at Magadi-Huliyurdrug Road, Dobspet-Koratagere Road in the Bangalore District; Dodballapur-Chikballapur Road in the Kolar District; Kotgudda-Pavagada Road and Gubbi-Chelur Road in the Tumkur District; Balehonnur-Narasimharajapura in the Kadur District; Bhadravati on Channagiri Road and another on Sorab-Sirsi Road in the (Shimoga District) and at Yelladakeri, Pilapura, Gollarahalli, Musturu, Madadakere, Talavarahalli and Dibbadahalli in the Chitaldrug District.

(4) That fresh toll-gates may be established on the Sivasamudram Bridge and at Paschimavahini in Mysore District and at Sakrepatna in the Kadur District.

No. L. 8055-73—L. B. 111-28-30, DATED 31ST MAY 1929.

(5) That the following adjustment in the location of toll-gates be ordered to avoid inconvenience and harassment to people of the localities concerned, namely (1) that the gate on Maddur-Sivasamudram Road be shifted to Rotti-Katte; that of Dodkurgod towards the frontier near the boundary; that of Tadigol beyond Royalpad and lastly that the toll-gates at Dodhalli, Rajavanthi and Chandrabhavi in Tumkur District and Sowlanga, Honnali and Malebennur in the Shimoga District be treated as one gate.

(6) That there should be reciprocity between the gates (1) at Hindignal and Narasapur (2) at Sivasamudram Bridge and Rotti-Katte and (3) Paschimavahini and Wellesly Bridge, and

(7) That cattle passing out of Mysore to neighbouring British Provinces for or by way of sale should not be exempted from payment of tolls in the State gates.

Government have carefully considered the several recommendations of the Committee and are pleased to accept the same with the following modification:—

The toll-gates at Hampapur may be retained and the toll-gates at Byrapatna and Narasapur may be shifted a suitable distance to the Mysore and Bangalore side respectively and the toll-gate at Gundlupet to the boundary between the Nanjangud and Gundlupet Taluks so as not to interfere with small local traffic.

Action will be taken separately in the matter of removing the misconception said to exist regarding the levy of District Fund tolls at more than one gate in a District and in regard to levy of toll fee on cattle passing out of the State.

B. NARAYANASWAMI IYENGAR,
Offg. *General Secretary to Government.*

To—The Revenue Commissioner in Mysore.
The Deputy Commissioners of Districts.
The Presidents of District Boards.
The Chief Engineer in Mysore.
The Comptroller to the Government of Mysore.

Typd.—P. S. R. N.

No. L. 8055-73—L. B. 111-28-30, DATED 31ST MAY 1929.

ANNEXURE.

No. L. 6215—L. B. 111-28-23, dated, Bangalore, 22nd March 1929, from T. K. Somesvara Iyer, Esq , Secretary, Toll-gate Committee, to N. Madhava Rao, Esq., B.A., B.L., Chief Secretary to the Government of His Highness the Maharaja of Mysore, Bangalore.

With reference to Government Order No. L. 3940-64—L. B. 111-28-1, dated 1st December 1928, appointing a Committee consisting of the marginally noted gentlemen to go into the question of reducing the number of Toll-gates established on the several Provincial and District Boards Roads, I am directed to submit herewith the accompanying report of the Committee, Messrs. Niligiri Sanjeeviah and Rao Bahadur N. S. Nanjundaiya, have not sent their final opinion on the draft report sent to them for remarks. But their opinions as given at the meeting are embodied in the report.

1. The Revenue Commissioner in Mysore (Chairman).
2. The Chief Secretary to the Government of Mysore.
3. The President, District Board, Bangalore.
4. Do do Hassan.
5. Mr. K. V. Anantharaman, B.A., Deputy Commissioner, Mysore.
6. ,, Niligiri Sanjiviah, Member, Representative Assembly.
7. ,, M. S. Lingegowda, Member, Representative Assembly.

REPORT OF THE TOLL-COMMITTEE APPOINTED IN GOVERNMENT ORDER No. L. 3940-64—L. B. 111-28-1, DATED 1ST DECEMBER 1928.

In the above order, Government appointed a Committee consisting of the marginally noted members to go into the question of the reduction of the number of Toll-gates established on the several Provincial and District Fund Roads from time to time and to submit their recommendation to Government within a period of two months.

1. The Revenue Commissioner in Mysore (Chairman).
2. The Chief Secretary to the Government of Mysore.
3. The President, District Board, Bangalore.
4. Do do Hassan.
5. Mr. K. V. Anantaraman, B.A., Deputy Commissioner, Mysore.
6. ,, Niligiri Sanjiviah, Member, Representative Assembly.
7. ,, M. S. Lingegowda, Member, Representative Assembly.

2. The Committee regret that owing to several causes, the report could not be submitted within 1st February 1929 as required.

3. They held two meetings, one on the 10th January 1929 and the other on the 2nd February 1929. The Chief Secretary could not be present at either of these meetings and Rao Bahadur Mr. N. S. Nanjundaiya was not also present at the second meeting.

4. At the first meeting, certain tentative conclusions were arrived at and in accordance therewith a map was got prepared for further scrutiny and the whole question of the location of the toll-gates, both Provincial and District Board was carefully considered at both the meetings and the Committee now beg to submit the following recommendations on the question referred to them.

5. The Committee considered that there should be a distance of not less than 25 miles between two Provincial toll-gates; that this rule should be strictly adhered to and those gates which did not satisfy the condition should be abolished, but that there should be no limit as to distance as regards District Board gates and that consequently the discretion of the District Boards regarding location of gates need not be interfered with as under section 66 (5) of the District Boards Regulation, only one toll is payable in a whole District in a period of 24 hours, irrespective of the number of toll-gates therein. They were however of opinion that the ruling that only one toll is leviable should be made clear to avoid misconception on this point, as there seems to be an impression on the part of some of the District Boards that the exemption applies only to the particular gate at which the toll is levied.

6. Finally they considered that pending final decision on the report of the British India Roads Committee by that Government and the introduction of similar measures if any in the State for the replacement of tolls by any other tax, the system of levying tolls might continue and the Municipal Councils should be required not to levy toll on through traffic.

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7. The Committee examined the several toll-gates with reference to the above principles and they now beg to submit the following recommendations as regards the reduction or adjustment of the existing toll-gates.

A. PROVINCIAL TOLL-GATES.

1 AND 2. BANGALORE AND MYSORE DISTRICTS.

8. All the existing toll-gates in the Bangalore District might be retained except those at Byrapatna and Avati. The gate at Byrapatna is unnecessary as there is a toll-gate on the Wellesley Bridge at Seringapatam and causes a somewhat heavy levy on through traffic from Mysore and the frontier to Bangalore, while it is irksome to the people of Channapatna, and the gate at Avati may be abolished as the traffic is very light and there are toll-gates at Chikballapur and Bagepalli. In view of the fact that the Hindiganal toll-gate is situated at a distanee of 12 miles from the Narasapur toll-gate in the Kolar District, complete exemption may be given to carts passing through one gate, when they have paid toll in the other gate within a period of 24 hours; and in view of the existence of a Provincial gate at Dobspet, the District Fund toll-gate at Dobspet-Koratagere Road at Makanahalli which is within five miles from the former may be abolished.

9. The toll-gate on the Maddur-Sivasamudram-Kollegal Road in the Mysore District is reported to cause some harassment to the people of Malvalli. With a view to give them relief it is proposed to shift this to Rottikatte and also to locate a toll-gate near the Sivasamudram Bridge, payment at the Rottikatte gate clearing the gate near the said bridge and *vice versa*. It is further proposed to open a bridge toll at Paschimavahini with the condition that vehicles paying taxes in Paschimavahini will be entitled to exemption from payment of toll at the Wellesley Bridge gate and *vice versa*. It is considered that the above arrangement will give relief to people and make up for the loss of revenue arising by the abolition of the gate at Byrapatna.

10. It was also considered that the gates at Gundlupet, Hampapur and Yelwal in the Mysore District should be abolished and that as regards the Attibele toll-gate in the Bangalore District, arrangement should be made for reciprocity with the adjacent British toll-gates.

11. In this connection, the Committee were strongly of opinion that cattle passing out of Mysore to neighbouring British Provinces for or by way of sale should not be exempted from payment of tolls in the toll-gates in the State.

3. KOLAR DISTRICT.

12. The proposal of the Kolar District Deputy Commissioner to shift (1) the Viduraswatha (Dodkurugod) toll-gate towards the frontier near the boundary, (2) the Tadigol gate beyond Rayalpad was approved. It was resolved to abolish the gate at Tippaganahalli on the Dodballapur-Goribidnur Road, as there is one at Viduraswatha (Dodkurugod).

4. TUMKUR DISTRICT.

13. The gates at (1) Dodhalli, (2) Rajavanthi and (3) Chandrabhavi should be treated as one gate and the Bidarammanagudi gate may be abolished as it is only six miles from Arsikere and 14 miles from Banavar. A toll-gate may be established near Sakrepatna so as to catch the traffic to Chikmagalur, abolishing the toll-gate at Kartikere in the Kadur District.

5. HASSAN.

14. With reference to the proposal of the Deputy Commissioner, Hassan, to abolish the gate at Cheekanhalli, the Committee considered that it might be retained as it is on one of the main routes through Coffee Estates, but toll may be levied only on motor vehicles as in the case of Wellesley Bridge toll.

6. KADUR.

15. As already decided above, the Kartikere toll-gate may be abolished and the others retained.

7. SHIMOGA.

16. On account of the existence of a toll at the Bhadra Bridge, the District Fund toll-gate at Bhadravati on the Bhadravati-Channagiri Road may be abolished as the latter is too near the former which has to be retained.

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17. In view of the existence of a toll-gate at Agumby, the gate at Malur may be abolished.

18. Sowlanga, Honnali and Malebennur gates should be treated as one gate and traffic passing through any of these gates should be exempted from payment of tolls in the other gate or gates, when tolls have been paid thereon in the other gate or gates in a period of 24 hours.

8. Chitaldrug.

19. All the existing gates may be retained.

9. DISTRICT FUND TOLL-GATES.

1. Bangalore District.

20. It was resolved to retain all the existing District Fund gates with the exception of those at (1) Magadi-Huliyurdrug Road and (2) Dobspet-Koratagere Road, and Mr. Sanjeeviah wanted the toll-gate at Anekal to be abolished. This was not agreed to by the other members present.

2. Kolar.

21. The toll-gate on the Dodballapur-Chikballapur Road may be abolished and the rest may be retained.

3. Tumkur.

22. The toll-gates on (1) Kotgudda-Pavagada Road and (2) Chelur-Gubbi Road may be abolished and the rest may be retained.

4. Mysore.

23. All the existing District Fund toll-gates may be retained.

5. Hassan.

24. Same as above.

6. Kadur.

25. All except the gate on Balehonnur- Narasimharajpura Road may be retained.

7. Shimoga.

26. With the exception of the gate at Bhadravati on the Channagiri Road and the one on the Sorab-Sirsi Road, the rest may be retained.

8. Chitaldrug.

27. There are a large number of gates in this District and complaints have been received against this. The District Board have recommended the abolition of all the gates. The Deputy Commissioner has recommended the abolition of 7 gates as noted in the margin.

1. Hiriyur-Huliyur Road at Yelladakere.
2. Hosdurga-Ajjampur Road at Pilapura.
3. Anji-Huchangidurga Road at Gollarhalli.
4. Jagalur-Challakere Road at Mustur.
5. Hosdurga-Hiriyur Road at Madadakere.
6. Hanagal-Ulavasankanahalli Road at Talavarhalli.
7. Malebennur-Channagiri Road near Dibbadahalli.

28. Mr. Sanjeevaiya was of opinion that all the 14 gates recommended by the District Board may be abolished. But the other members considered that the Deputy Commissioner's recommendation might be approved.

29. The suggestion of the President, Octroi Committee to have a joint meeting of the Committee with the Octroi Committee was considered and it was resolved that as this Committee were appointed only to go into the particular question of reduction of the existing toll-gates and not into the principles relating to the levy or abolition of tolls, there is no necessity for a joint meeting of these two Committees.

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30. The Committee desire to place on record their appreciation of the help they received from the Secretary, Mr. T. K. Somesvara Iyer whose intimate knowledge of the subject was of great use to them.

(Sd). P. G. D'SOUZA.
" K. V. ANANTARAMAN.
" B. ABDUR RAHMAN.
" M. S. LINGE GOWDA.
" N. S. NANJUNDIAH (since received).

Minute by the Cheif Secretary.—

(i) "I do not agree it will be feasible to enforce the suggestion that Municipal Councils should not levy tolls on through traffic.

(ii) I am not in favour of abolishing the toll-gates at Byrapatna, Gundlupet, Hampapur and Yelwal, which yield between them nearly Rs. 40,000 per year."

(Sd.) N. MADHAVA RAO.

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